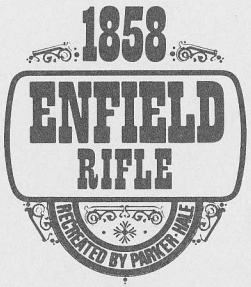

BEFORE USING YOUR ENFIELD MUZZLE LOADER

Your rifle has been lightly greased for protection during storage and transit.

a. Wipe down the exterior with a cloth.
b. Remove ramrod (it is retained by a spring and is pulled straight out) and thread a cloth patch through slot in head and use this to remove any excess oil in the barrel.

BEFORE FIRING

To clean out the nipple channel:

a. Thumb back the hammer to half-cock position.
b. Press a musket cap on the nipple.
c. Pull back hammer to full cock position and fire.
d. Repeat two or three times and check that nipple channel is clear by observing if smoke emerges from the muzzle.
N.B. Never snap the hammer without either a percussion cap or snap cap on the nipple.

LOADING THE POWDER

Your Enfield Rifle has been proof tested at the Birmingham Proof House with a load greatly in excess of the maximum useful service load to ensure its safety under normal conditions of use. Load only Black Powder of grain size recommended for large calibre rifles. Under no circumstances may any propellant other than Black Powder be employed.

a. Measure a charge of Black Powder—we recommend loads of 50 to 70 grains of FFg or Fg for average conditions.
b. Hold the rifle vertically, muzzle up, and pour the powder into the barrel. If the barrel is not held vertically, powder grain will tend to adhere to the sides, making loading more difficult and reducing the accuracy of the charge. The use of a loading tube or funnel will help to avoid this.

LOADING THE BULLET

The recommended bullet is a pure lead Minié cast or swaged bullet of .575″ diameter. Use the Parker-Hale 560 grain mould for best results from your Enfield rifle.

a. Lubricate the bullet with your preferred choice of lubricant—lard, tallow and beeswax mixture, Crisco, etc. etc.
b. Insert bullet, point uppermost, into muzzle.
c. Draw ramrod, invert rod, placing head on point of bullet and push bullet down until it seats firmly against the powder.
d. By two firm pressures, raising the ramrod about one inch on each occasion, ascertain that the bullet is resting on the powder. All blows which may dent the point of the bullet should be avoided. Uniformity of bullet seating is important.
e. Replace the ramrod in the stock.
f. Pull back hammer to the half cock position and place cap firmly on the nipple, making sure that it is pressed well down.
g. When ready to fire pull back hammer to full cock. To protect the stock during firing it is recommended that adhesive tape should be applied to the area immediately in the rear of the nipple. Otherwise the wood may be stained or scorched by the flash from the percussion cap.

WARNING

If you forget to load a powder charge or if fouling has built up in the barrel preventing you from seating the bullet against the powder charge DO NOT ATTEMPT TO FIRE THE RIFLE. Firing a rifle with the bullet stuck part way down the bore can seriously damage the barrel. Check the position of the bullet in the barrel with the ramrod. If you have no combination tool for extracting stuck bullets, and the bullet has been rammed down until it is seated at the breech, remove the nipple with a nipple wrench and pour a little fine grain black powder into the nipple channel. Replace the nipple tightly, press on a percussion cap and fire, aiming at a safe backstop.

If the bullet remains in the barrel, unscrew the nipple once again, measure a full charge of powder and trickle as much as possible of it into the breech through the nipple channel. Ram the bullet down until it is seated firmly on the powder, replace nipple, place a cap on the nipple and fire in the normal way.

IMPORTANT. If for any reason you are unable to seat the bullet onto the powder, do not under any circumstances attempt to fire the rifle. Take it to a gunsmith who will be able to remove the breech plug and drive out the stuck bullet without damage to you or your rifle.